

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9 / 12 / 08

CONTACT: Dick Cline PHONE # (513) 352-6235 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513) 352-1581 E-MAIL dick.cline@cincinnati-oh.gov

PROJECT NAME: Winton Road Improvement and Rehabilitation

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1.County
☒ 2.City
☐ 3.Township
☐ 4.Village
☐ 5.Water/Sanitary District
(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 525,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance\$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1.Road
☐ 2.Bridge/Culvert
☐ 3.Water Supply
☐ 4.Wastewater
☐ 5.Solid Waste
☐ 6.Stormwater

TOTAL PROJECT COST: \$ 1,050,000 FUNDING REQUESTED: \$ 525,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 525,000

LOAN ASSISTANCE: \$

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☐ State Capital Improvement Program

☐ Small Government Program

☒ Local Transportation Improvements Program

2008 SEP 19 PM 2:26
HAMILTON COUNTY
ENGINEERS
PERMIT DEPARTMENT

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: _____

OPWC Approval: _____

APPROVED FUNDING: \$

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: _____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account
Dollars

TOTAL DOLLARS

- a.) Basic Engineering Services: \$.00
- Preliminary Design \$
Final Design \$
Bidding \$
Construction Phase \$
- Additional Engineering Services \$.00
*Identify services and costs below.
- b.) Acquisition Expenses:
Land and/or Right of Way \$.00
- c.) Construction Costs: \$ 1,050,000.00
- d.) Equipment Purchased Directly: \$.00
- e.) Permits, Advertising, Legal: \$.00
(Or Interest Costs for Loan Assistance
Applications Only)
- f.) Construction Contingencies: \$.00
- g.) **TOTAL ESTIMATED COSTS:** \$ 1,050,000.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u> 525,000.00</u>	
c.) Other Public Revenues		
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER _____	\$ <u> .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u> 525,000.00</u>	<u> 50%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 525,000.00</u>	
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC FUNDS:	\$ <u> 525,000.00</u>	<u> 50%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,050,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:

STATUS: (Check one)

Traditional

Local Planning Agency (LPA)

State Infrastructure Bank

2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Winton Road Improvement and Rehabilitation

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

- Winton Road from Former B&O Railroad Crossing (700' north of Spring Grove Avenue) to Gray Road.
- Gray Road from Winton Road to 400' west

PROJECT ZIP CODE: 45232

B: PROJECT COMPONENTS:

Rehabilitation of existing roadway including repair and replacement of curbs where required, full depth base and joint repairs, grinding of butt joints at intersecting streets, inlet and connection pipe repairs, casting adjustments, and resurfacing with a minimum of 2 ½ inches of Type 448 1H (heavy duty) asphalt concrete. Widen the Gray Road approach to the intersection with Winton Road to allow two eastbound lanes, thus permitting fulltime left turns to occur without obstructing the predominant right turn movement.

C: PHYSICAL DIMENSIONS:

Winton Road is 4 through lanes with turn lanes, 40-44 feet in width, approximately 3400 feet in length. Gray Road is currently 2 lanes, 24' in width; an additional eastbound lane will be constructed as part of this project from Winton until it transitions back to two lanes approximately 400' to the west.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 25,222 Year: 2003 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 850,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 200,000.00*

*This portion will be covered under the City's local match.

4.0 PROJECT SCHEDULE:

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>1 / 1 / 09</u>	<u>3 / 1 / 09</u>
4.2 Bid Advertisement and Award:	<u>3 / 1 / 09</u>	<u>5 / 1 / 09</u>
4.3 Construction:	<u>5 / 1 / 09</u>	<u>11 / 1 / 09</u>
4.4 Right-of-Way/Land Acquisition :	<u>Underway</u>	<u>3 / 1 / 09</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	David Holmes
	TITLE	Assistant City Manager
	STREET	Room 104, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-5368</u>
	FAX	(513) <u>352-2458</u>
	E-MAIL	david.holmes@cincinnati-oh.gov
5.2	CHIEF FINANCIAL OFFICER	Joe Gray
	TITLE	Director of Finance
	STREET	Room 250, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-5372</u>
	FAX	(513) <u>352-2370</u>
	E-MAIL	joe.gray@cincinnati-oh.gov
5.3	PROJECT MANAGER	Don Gindling, PE
	TITLE	Principal Public Works Construction Engineer
	STREET	Room 340, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-1518</u>
	FAX	(513) <u>352-1581</u>
	E-MAIL	don.gindling@cincinnati-oh.gov

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

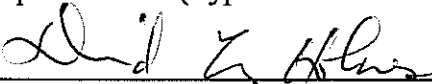
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David Holmes, Assistant City Manager

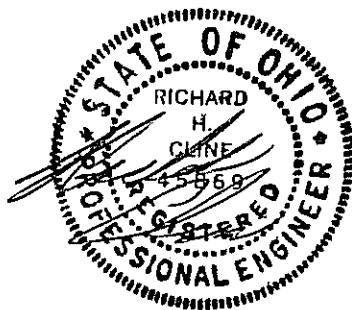
Certifying Representative (Type or Print Name and Title)

 9/10/08
Signature/Date Signed

September 12, 2008

Subject: Winton Road Improvement and Rehabilitation
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.



(seal)

A handwritten signature in black ink, appearing to read "Richard H. Cline", written over a horizontal line.

Richard H. Cline, P.E.
Supervising Engineer
City of Cincinnati

City of Cincinnati



Department of Finance

September 10, 2008

Michael Miller, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215-4213

City Hall, Suite 250
801 Plum Street
Cincinnati, Ohio 45202
Phone: (513) 352-3731
Fax: (513) 352-2370

Joe Gray
Director

Kathleen Creager
Assistant Director

Re: **Status of Funds for Local Share
Round 23 SCIP/LTIP Project Grants**

Dear Mr. Bicking:

The local matching shares for the following Round 23 SCIP/LTIP Projects are recommended by the City Manager for funding in the City's Capital Improvement Program:

STREET IMPROVEMENT PROJECTS

Dana Avenue Improvements – I-71 to Victory Parkway:

Safety and capacity improvements for Dana Avenue in Evanston. This project will also complement improvements being made by Xavier University being developed for campus facilities between Montgomery Road and Ledgewood Avenue.

Madison Road – Brotherton Road to Ridge Avenue:

Safety and capacity improvements for Madison Road in Oakley. This project will include improvements to the Madison/Ridge intersection which are associated with the planned Kennedy Connector. In the vicinity of Brazee Street, new pedestrian islands will be constructed to provide improved pedestrian safety.

STREET IMPROVEMENT / BRIDGE REPLACEMENT PROJECT

Spring Grove Avenue / Clifton Bridge Improvements:

Replace existing Clifton Avenue Bridge over Millcreek with a new wider structure. Widen Clifton Avenue to permit a southbound left turn lane onto Kenard. Curb realignments, signal reconstruction, and street rehabilitation on Spring Grove Avenue between Winton and Mitchell. This project was approved for funding in Round 22 over two years. This submittal meets the OPWC requirement that an application for the second year of funding be submitted at this time.

BRIDGE REPLACEMENT PROJECT

Center Hill Avenue Bridge Replacement

Replace existing deteriorated bridge over Millcreek with a new structure.

LANDSLIDE CORRECTION PROJECTS

Art Museum Drive Landslide Correction:

Construct new retaining walls on Art Museum Drive between Mount Adams Drive and Eden Park Drive to replace an existing wall supporting the roadway on the downhill side.

Hillside Avenue at Henrietta Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

Hillside Avenue at Tyler Avenue Landslide Correction:

Construct new retaining wall on downhill side of Hillside to stabilize roadway slippage. Located in the Riverside neighborhood.

RETAINING WALL IMPROVEMENT PROJECT

Cummins Street Retaining Wall Improvement:

Perform rehabilitation work on existing retaining wall supporting Cummins Street along the B&O railroad track in North Fairmount. This includes the replacement of 2000 Linear Feet of historic decorative concrete railing at the top of the wall.

RAPID TRANSIT TUBE PROJECT

Rapid Transit Tube Structural Repairs:

Perform repairs to the existing Rapid Transit tubes under Central Parkway between Walnut Street and the north portals near Marshall Avenue. This includes the replacement of ventilation grates and deteriorated expansion joints, repair of the leaking sewer near the Brighton Station, and analysis of outfalls of floor drains to resolve back flooding problems.

STREET REHABILITATION PROJECTS

McMillan Street West Safety Improvement and Rehabilitation:

Perform rehabilitation of McMillan Street between Ravine Street and Central Parkway. Final pave the surface on the curves with an Open Graded Friction Course to provide additional traction during wet weather to reduce the high rate of accidents on this stretch of roadway.

STREET REHABILITATION PROJECTS (continued)

Hyde Park Neighborhood Street Rehabilitation:

Dana Avenue – Madison Road to I-71
Madison Road – Torrence Parkway to Dana/Observatory
Observatory Avenue – Madison Road to Edwards Road

Erie Avenue – Madison Road to Zumstein Avenue
Berry Avenue – Observatory Avenue to Erie Avenue
Stettinius Avenue – Observatory Avenue to Erie Avenue

Mount Auburn Neighborhood Street Rehabilitation:

McMillan Street – Ravine Street to Woodburn Avenue
William Howard Taft Road – Jefferson Avenue to I-71
Burnet Avenue – McMillan Street to William Howard Taft

Winton Road Improvement and Rehabilitation:

Perform rehabilitation on Winton Road between the former B&O railroad crossing and Gray Road, and on Gray Road from Winton Road to 500' west. Widen the Gray Road approach to its intersection with Winton to allow two eastbound lanes, allowing the restoration of full time left turns.

Ridge Road Rehabilitation:

A joint project with the Hamilton County Engineer for rehabilitating a section of Ridge Road in Pleasant Ridge. The County Engineer will be submitting the Round 23 application. The City of Cincinnati will reimburse the County for our share of the costs incurred when the project is completed.

The City Manager is committed to including the local funding needed to complete the project financing in the City's Capital Improvement Program. Sources of local funding for the City's Capital Improvement Program include dedicated revenue from the City's Earnings Tax, Southern Railway Lease proceeds, Bond proceeds, and Municipal Road funds. Additional funding has been committed by the Ohio Department of Transportation.

If you have any questions or need additional information regarding project financing, please contact me at (513) 352-6275.

Sincerely,



Joe Gray, Director
Department of Finance

cc:

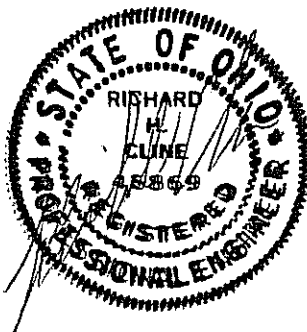
David Holmes, Assistant City Manager
Joe Gray, Director, Finance
Eileen Enabnit, Director, Transportation and Engineering
Lea Carroll, Manager, Budget and Evaluation
Don Rosemeyer, Transportation and Engineering
Joe Vogel, Transportation and Engineering
Richard Szekeresh, Transportation and Engineering
Greg Long, Transportation and Engineering
Dick Cline, Transportation and Engineering

Winton Road Improvement & Rehabilitation Cost Estimate

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
STREET REHABILITATION						
1	103.05		LS	Premium for Contract Performance Bond & for Payment Bond	\$10,000.00	\$10,000.00
2	202	360	SY	Pavement Removed	\$25.00	\$9,000.00
3	253	2,700	SY	Pavement Repair	\$70.00	\$189,000.00
4	254	18,500	SY	Pavement Planing, Asphalt Concrete	\$2.00	\$37,000.00
5	448	520	CY	Asphalt Concrete Intermediate Course, Type 1, PG64-22	\$160.00	\$83,200.00
6	448	780	CY	Asphalt Concrete Surface Course, Type 1H, PG70-22M	\$175.00	\$136,500.00
7	452	360	SY	11" Non-Reinforced Concrete Pavement	\$50.00	\$18,000.00
8	602	10	CY	Brick Masonry	\$250.00	\$2,500.00
9	603	50	FT	12" Conduit, Type H	\$50.00	\$2,500.00
10	603	100	FT	3" Conduit, Type G	\$10.00	\$1,000.00
11	604	50	EACH	Manhole/Valve Chamber Adjusted to Grade	\$500.00	\$25,000.00
12	604	2	EACH	Manhole/Valve Chamber Repaired & Adjusted to Grade	\$600.00	\$1,200.00
13	604	20	EACH	Inlet Adjusted to Grade	\$500.00	\$10,000.00
14	604	4	EACH	Inlet Repaired & Adjusted to Grade	\$600.00	\$2,400.00
15	604	2	EACH	Construction of DGI or CI & Abandoning Old Style Curb Inlet	\$2,500.00	\$5,000.00
16	604	25	EACH	Inlet Grate	\$110.00	\$2,750.00
17	608	2,000	SF	Curb Ramp	\$6.00	\$12,000.00
18	608	160	SF	Detectable Warning, Type F	\$45.00	\$7,200.00
19	608	40	SF	Detectable Warning, Type O	\$45.00	\$1,800.00
20	609	300	FT	Concrete Curb, Type L-1, Curb Ramp	\$15.00	\$4,500.00
21	608	2,000	SF	5" Concrete Walk	\$6.00	\$12,000.00
22	609	6,500	FT	Concrete Curb Repair	\$20.00	\$130,000.00
23	609	100	SY	Concrete Median & Traffic Island Repair	\$75.00	\$7,500.00
24	614		LS	Maintaining Traffic	\$50,000.00	\$50,000.00
25	614		LS	Work Zone Pavement Markings	\$15,000.00	\$15,000.00
26	614	50	HOURL	Law Enforcement Officer With Patrol Car	\$70.00	\$3,500.00
27	621	150	EACH	Raised Pavement Marker	\$40.00	\$6,000.00
28	627	2,000	SF	Concrete Driveway	\$6.00	\$12,000.00
29	644		LS	Thermoplastic Pavement Markings	\$25,000.00	\$25,000.00
30	1125	10	EACH	Resetting Existing Valve Boxes Complete	\$300.00	\$3,000.00
31				Contingency		\$25,450.00
Street Rehabilitation Sub-total						\$850,000.00
STREET IMPROVEMENT						
1	Special	2	EACH	Project Sign	\$700.00	\$1,400.00
2	201		LS	Clearing & Grubbing	\$5,000.00	\$5,000.00
3	202	110	FT	Curb Removed	\$5.00	\$550.00
4	202	1	EACH	Inlet Removed	\$400.00	\$400.00
5	202	20	SY	Pavement Removed	\$20.00	\$400.00
6	202	40	SF	Walk Removed	\$2.00	\$80.00
7	203	45	CY	Embankment	\$15.00	\$675.00
8	203	170	CY	Excavation	\$30.00	\$5,100.00
9	204	5	HOURL	Proof Rolling	\$60.00	\$300.00
10	204	340	SY	Subgrade Compaction	\$3.00	\$1,020.00
11	254	1,150	SY	Pavement Planing, Asphalt Concrete	\$2.00	\$2,300.00
12	301	70	CY	Asphalt Concrete Base, PG64-22	\$150.00	\$10,500.00
13	448	40	CY	Asphalt Concrete Intermediate Course, Type 1, PG64-22	\$160.00	\$6,400.00
14	448	40	CY	Asphalt Concrete Surface Course, Type 1H, PG70-22M	\$175.00	\$7,000.00

Winton Road Improvement & Rehabilitation Cost Estimate

REF.	ITEM NO.	ESTIMATED QUANTITIES		DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
15	603	10	FT	12" Conduit, Type H	\$50.00	\$500.00
16	604	1	EACH	Combination Inlet	\$3,500.00	\$3,500.00
17	604	1	EACH	DGI Adjusted to Grade	\$500.00	\$500.00
18	604	1	EACH	Manhole Adjusted to Grade	\$500.00	\$500.00
19	608	630	SF	Concrete Walk	\$6.00	\$3,780.00
20	608	350	SF	Curb Ramp	\$6.00	\$2,100.00
21	608	32	SF	Detectable Warning, Type F	\$45.00	\$1,440.00
22	609	160	FT	Concrete Combined Curb & Gutter, Type P-4, As Per Plan	\$20.00	\$3,200.00
23	609	50	FT	Concrete Curb, Type L-1, Curb Ramp	\$20.00	\$1,000.00
24	609	55	FT	Concrete Walk Curb, Type W-1	\$15.00	\$825.00
25	614	0	LS	Maintaining Traffic	\$17,000.00	\$17,000.00
26	614	50	HOUR	Law Enforcement Officer With Patrol Car	\$70.00	\$3,500.00
27	614		LS	Work Zone Pavement Markings	\$2,500.00	\$2,500.00
28	Special	360	SF	Asphalt Driveway Repair	\$30.00	\$10,800.00
29	630		LS	Traffic Sign Installation	\$5,000.00	\$5,000.00
30	644		LS	Thermoplastic Pavement Markings	\$3,500.00	\$3,500.00
31	659	250	SY	Seeding & Mulching	\$2.00	\$500.00
32	1111	1	EACH	Valve Chamber Adjusted to Grade	\$500.00	\$500.00
33	1300		LS	Traffic Signal Installation	\$70,000.00	\$70,000.00
				Contingency		\$28,230.00
				Improvement Sub-total		\$200,000.00
				Total Estimated Project Cost		\$1,050,000.00



Richard H. Cline, P.E.
City of Cincinnati

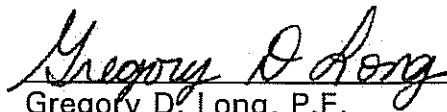
September 12, 2008

Subject: Winton Road Improvement and Rehabilitation
Certification of Traffic Count for OPWC Projects

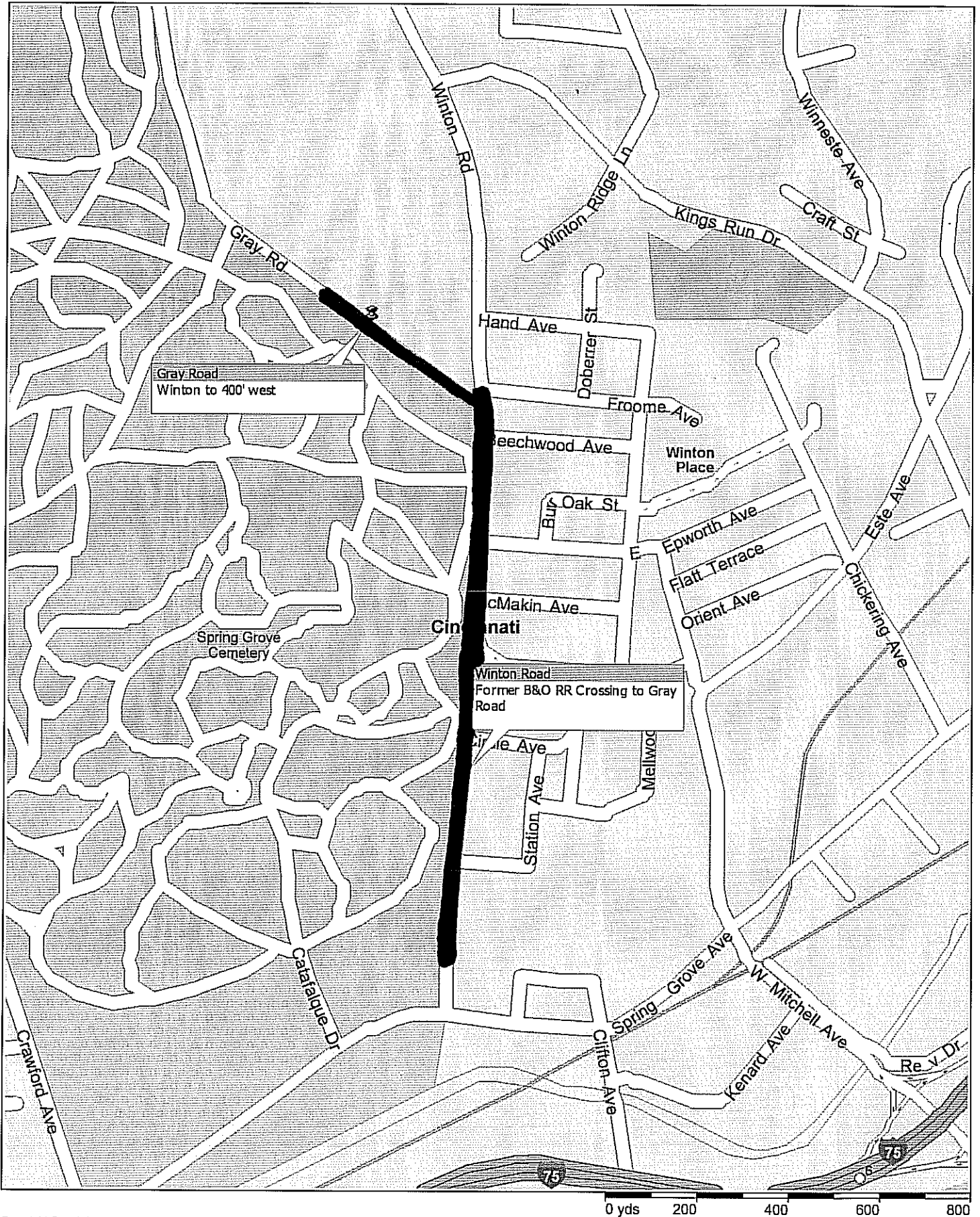
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts for the above referenced project application are a true and accurate count completed by the City of Cincinnati's Traffic Engineering Division.



(seal)


Gregory D. Long, P.E.
Principal Engineer
City of Cincinnati

Winton Road Improvement and Rehabilitation



COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0375-2008 passed by the Council of the City of Cincinnati at their session on November 05, 2008 entitled:

ORDINANCE (EMERGENCY) submitted by Milton Dohoney, Jr., City Manager, on 10/29/2008, authorizing the City Manager to apply for and accept street improvement, bridge replacement, landslide correction, retaining wall improvement, rapid transit tube improvement, and street rehabilitation grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in an amount not to exceed \$16,491,794.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

IN TESTIMONY WHEREOF I have

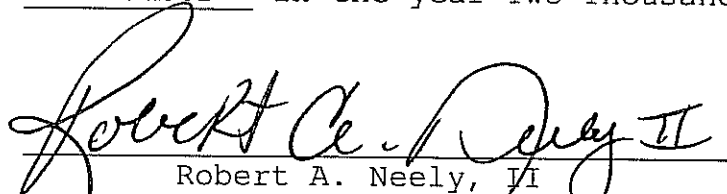
hereunto set my name and affixed

the seal of the Clerk of Council

Office this 6th day of

November in the year Two Thousand and Eight




Robert A. Neely, II
Deputy Clerk

EMERGENCY

City of Cincinnati

DWA *gpc/2008*

An Ordinance No. 375

- 2008

AUTHORIZING the City Manager to apply for and accept street improvement, bridge replacement, landslide correction, retaining wall improvement, rapid transit tube improvement, and street rehabilitation grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in an amount not to exceed \$16,491,794.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for Round 23 projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$11,512,151 in matching City funds for Program Year 2009 for two (2) street improvement projects, namely Dana Avenue from I-71 to Victory Parkway, and Madison Road from Brotherton Road to Ridge Avenue; one (1) combination street improvement and bridge replacement project, namely Spring Grove Avenue / Clifton Avenue Bridge (previously approved for Round 23 funds); one (1) bridge replacement project, namely Center Hill Road Bridge; three (3) landslide correction projects, namely Art Museum Drive, Hillside Avenue at Henrietta Avenue, and Hillside Avenue at Tyler Avenue; one (1) retaining wall improvement project, namely Cummins Street Retaining Wall; one (1) Rapid Transit Tube Structural Repair, from Liberty Street to Brighton Corner; four (4) street rehabilitation projects, namely McMillan Street West Safety Improvement and Rehabilitation, Hyde Park Neighborhood Street Rehabilitation, Mount Auburn Neighborhood Street Rehabilitation, and Winton Road Improvement and Rehabilitation; one (1) loan assistance application for the Countywide Water Main Improvements 2009; and one (1) loan application for Galbraith Road Water Main; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for Round 23 grants, loan assistance, and loans at an interest rate acceptable to the City of Cincinnati Director of Finance in an amount

Section 4. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to ensure acceptance of the grant applications and to ensure proper funding mechanisms are in place at the earliest possible time.

Passed November 5, 2008

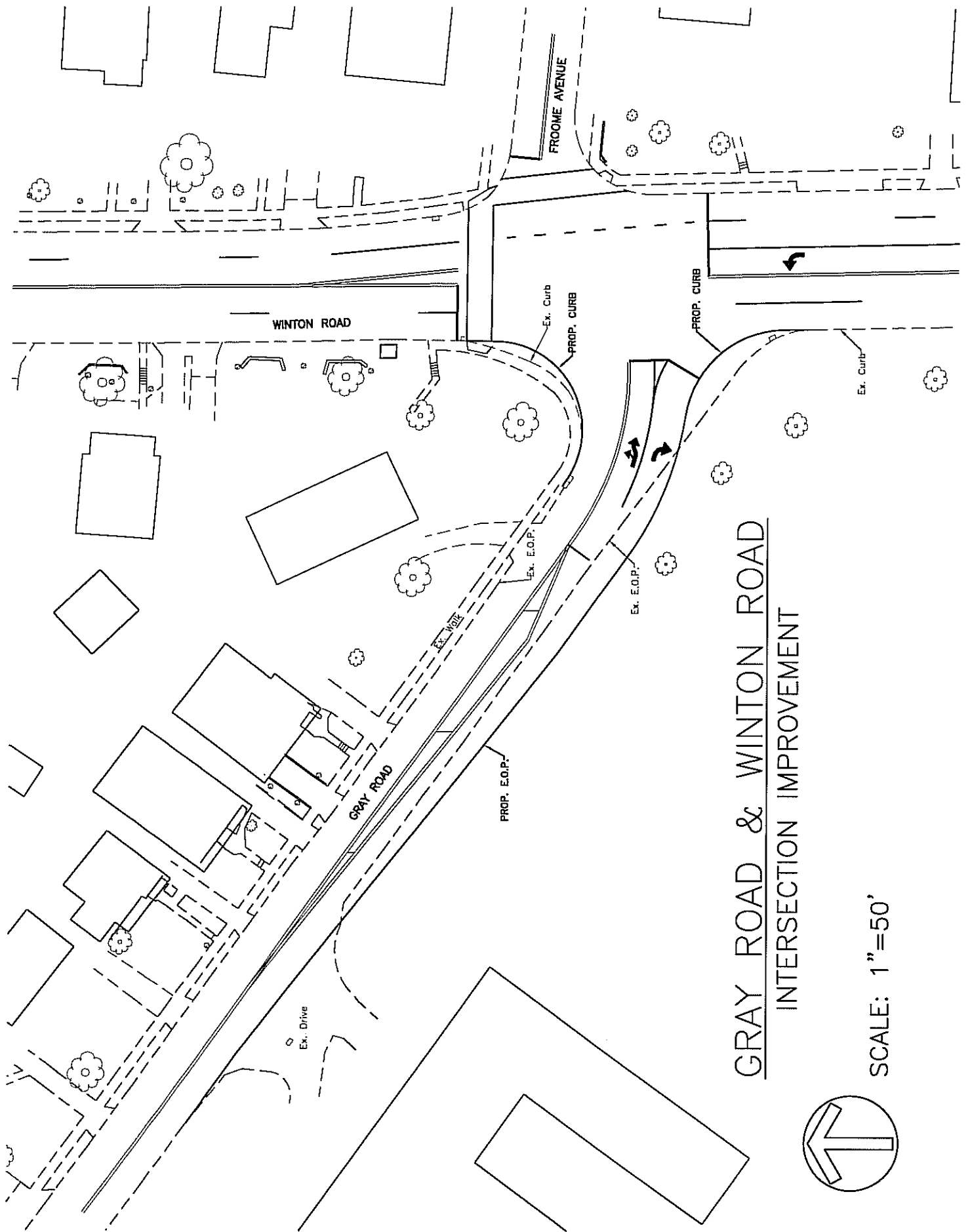
Attest:

Melissa Antley
Clerk

[Signature]
Mayor

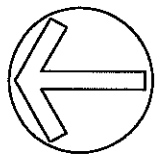
I HEREBY CERTIFY THAT ORDINANCE NO 375-2008
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-18-2008

Melissa Antley
CLERK OF COUNCIL



GRAY ROAD & WINTON ROAD INTERSECTION IMPROVEMENT

SCALE: 1"=50'



Winton Road Improvement & Rehab PCI's

Database Tools

External Data

Create

Home

Main | Program Year | View Street Data | Edit Contract Information | View Contract Streets | View Final Pave Date | Reports | Personnel | Contractors

Winthrop Av - South Term to Lanfair Av (5700 - 5799) PCI=92

Winthrop Av - South Term to Lanfair Av (5700 - 5799) PCI=92

Winton Rd - Spring Grove Av to Railroad (4300 - 4343) PCI=81

Winton Rd - Railroad to Keenan Av (4344 - 4399) PCI=69

Winton Rd - Keenan Av to Circle Av (4400 - 4499) PCI=71

Winton Rd - Circle Av to Derby Av (4500 - 4539) PCI=61

Winton Rd - Derby Av to McMakin Av (4540 - 4599) PCI=50

Winton Rd - McMakin Av to E Epworth Av (4600 - 4629) PCI=63

Winton Rd - E Epworth Av to Beechwood Av (4630 - 4699) PCI=51

Winton Rd - Beechwood Av to Gray Rd (4700 - 4723) PCI=52

Winton Rd - Gray Rd to Froome Av (-) PCI=

Winton Rd - Froome Av to Hand Av (4724 - 4799) PCI=78

Winton Rd - Hand Av to Kings Run Dr (4800 - 4899) PCI=67

Winton Rd - Kings Run Dr to Dutch Colony Dr (4900 - 5399) PCI=69

Winton Rd - Dutch Colony Dr to Oakfield Av (5400 - 6049) PCI=81

Winton Rd - Oakfield Av to North Bend Rd (6050 - 6099) PCI=69

Winton Ridge Ln - South Term to Kings Run Dr (4800 - 4949) PCI=73

1984

*

Record: 14 1 of 2

Search

Record: 14 1 of 1

Record: 14 1 of 1

Record: 14 1 of 1

Record: 14 1 of 1

Record: 14 1 of 1

Record: 14 1 of 1

Record: 14 1 of 1

Record: 14 1 of 1

Form View

Num Lock

Num Lock

Winton Road Improvement & Rehab PCI's

Home	Create	External Data	Database Tools	Main	Program Year	View Street Data	Edit Contract Information	View Contract Streets	View Final Pave Date	Reports	Personnel	Contractors
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Navigation Pane

Grasselli Av - Hollensshade Av to Harrison Av (2900 - 2999) PCI=87

Grasselli Av - Hollensshade Av to Harrison Av (2900 - 2999) PCI=87

Gray Al - Knowlton St to Pope Al (-) PCI=

Gray Rd - Winton Rd to "Greenhouses" (4700 - 5159) PCI=61

Gray Rd - "Greenhouses" to Groesbeck Rd (4700 - 5159) PCI=61

Graydon Av - Hewitt Av to Huron Av (3300 - 3399) PCI=43

Grayview Ct - East Term to Pearton Ct (1000 - 1079) PCI=100

Grayview Ct - Pearton Ct to Argus Rd (1080 - 1099) PCI=100

Grear Alley - Broadway to Bunker Alley (330 - 399) PCI=44

Grear Alley - Bunker Alley to Von Seggern Alley (-) PCI=

Grear Alley - Von Seggern Alley to Sycamore St (300 - 329) PCI=89

Grear Alley - Sycamore St to Cogswell Alley (226 - 229) PCI=90

Grear Alley - Cogswell Alley to Goetz Alley (206 - 225) PCI=65

Grear Alley - Goetz Alley to Main St (200 - 205) PCI=59

Green Glen Ln - Ashbrook Dr to West Term (4700 - 4799) PCI=52

Green Hill Av - Greendale Av to Juergens Av (3700 - 3799) PCI=73

Green St - Vine St to Republic St (0 - 11) PCI=100

Record: 14 1 of 1

Record: 14 1 of 1

Search

No Filter

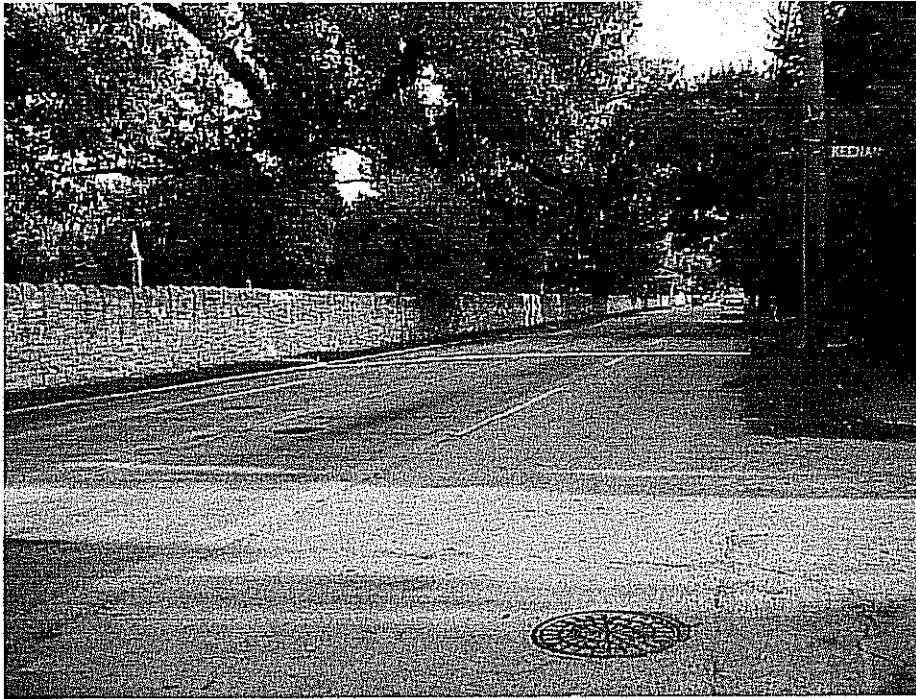
No Filter

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Form View

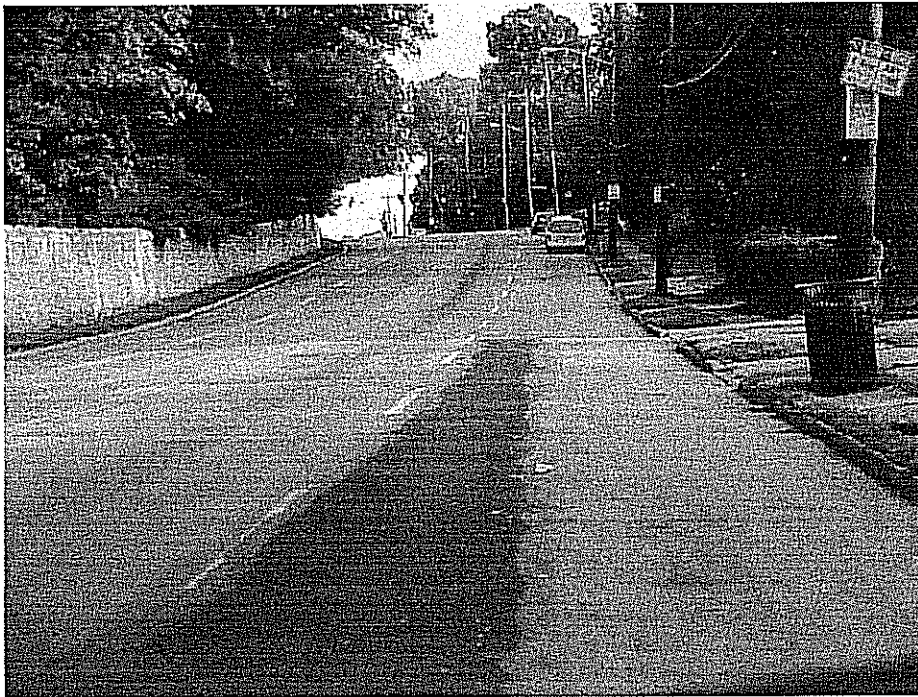
WINTON ROAD IMPROVEMENT AND REHABILITATION

Winton Road from former B&O railroad crossing north of Spring Grove to Gray Road



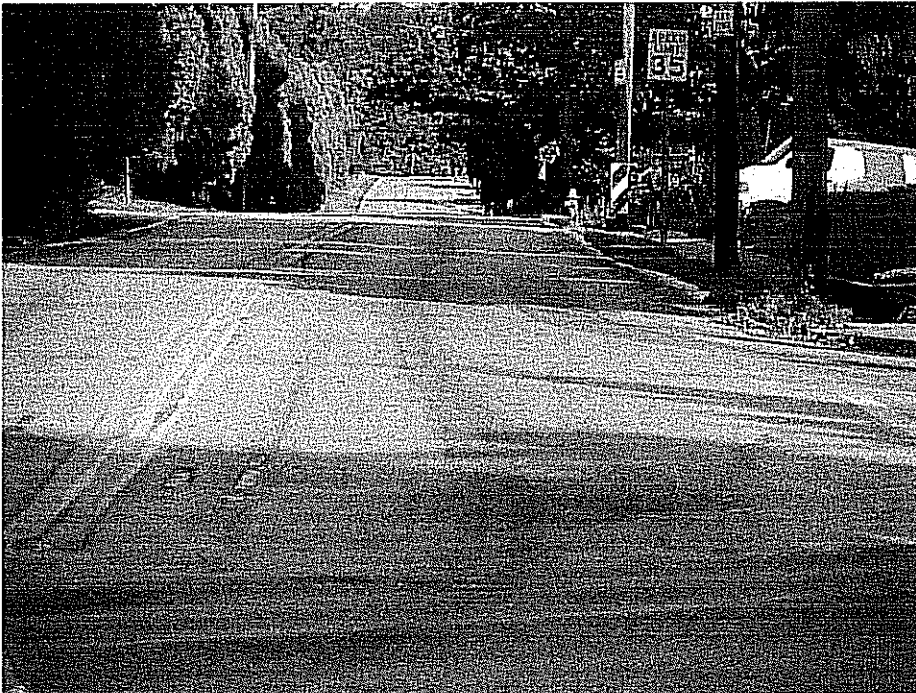
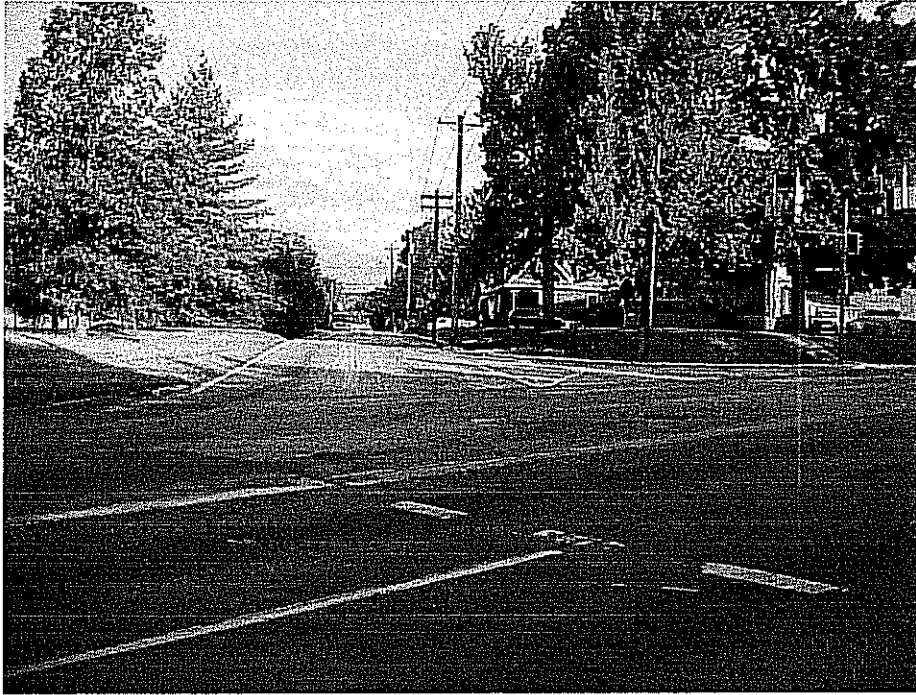
WINTON ROAD IMPROVEMENT AND REHABILITATION

Winton Road from former B&O railroad crossing north of Spring Grove to Gray Road



WINTON ROAD IMPROVEMENT AND REHABILITATION

Gray Road Intersection with Winton Road



ADDITIONAL SUPPORT INFORMATION

Winton Road Improvement and Rehabilitation

For Program Year 2009 (July 1, 2009 through June 30, 2010), applying agencies shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____ YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

Winton Road has an asphalt pavement surface, which was last paved 21 years ago. The pavement condition and ride quality are poor. An independent consultant rated this pavement in October, 2007, and determined that this roadway's Pavement Condition Index (PCI) ranged from 69 (fair) to 50 (poor), with an average PCI of 59. Gray Road also has an asphalt surface, last paved 27 years ago. Its most recent PCI is 61 (fair). Extensive full depth pavement repairs to both streets will be performed initially, followed by an asphalt leveling course and a heavy duty (ODOT 448 Type 1H) surface course to extend the service life of this pavement. The widening of the intersection will occur on the south side.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There will be a marginal increase in safety for vehicles turning right on red from Gray onto Winton in that sight distance will be increased, but this has not been analyzed as to what improvement can be anticipated. Obviously, improvement of sight distance at a signalized intersection will provide some reduction in the number of accidents, but the anticipated reduction may only be considered as "minimal importance" to the overall intersection improvement.

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applying agency must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project has no measurable impact to the health of the public.

4) **Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 **Dana Avenue Improvements**

Priority 2 **Mount Auburn Neighborhood Street Rehabilitation**

Priority 3 **Madison Road Improvements – Brotherton Road to Ridge Avenue**

Priority 4 **Rapid Transit Tube Reconstruction**

Priority 5 **McMillan Street West Safety Improvement and Rehabilitation**

5) **To what extent will the user fee funded agency be participating in the funding of the project?**

(example: rates for water or sewer, frontage assessments, etc.).

No participation by any user fee funded agency.

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the project's effect on economic growth (be specific).

The proposed project will have minimal impact on economic growth.

7) **Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applying agency in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, August 29, 2008 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

Currently on the Gray approach to Winton, the right turn is a very heavy movement and there is only one lane of eastbound traffic approaching the signal. Consequently, the left turn/through movement is restricted from 6am-7pm so it is a right only. This allows the right turn movement to turn right on red and keep Gray from backing up. The new alignment will create a left turn/through lane that so the left turn movement will not be restricted. There will be little change in the LOS but now more movements will now be available for motorists.

Level of Service (LOS) calculations shall be for the improvements being made in the application. If this project is a phase of a larger project then any preceding phases shall be considered existing conditions for LOS calculations. Any future project phases shall not be considered as part of this applications LOS calculations.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the current edition of the Highway Capacity Manual.

No Build
Current Year LOS ____
Design Year LOS ____

Proposed Geometry
Current Year LOS ____
Design Year LOS ____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3

a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 1 Of these, how many are: Takes 1

Temporary _____

Permanent 1

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 4 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Winton Road is one of the principal north/south arterials serving Hamilton County, connecting Spring Grove Avenue on the south to I-275 on the north. It is multi-jurisdictional, becoming a county road as it enters Springfield Township at North Bend Road, continuing through the Village of Greenhills and the City of Forest Park. As such, it exhibits "major regional impact" for Hamilton County.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 25,222 X 1.20 = 30,266 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 23 - PROGRAM YEAR 2009
PROJECT SELECTION CRITERIA
JULY 1, 2009 TO JUNE 30, 2010**

NAME OF APPLICANT: City of Cincinnati

NAME OF PROJECT: Winton Rd. Improvement and Rehabilitation

RATING TEAM: _____

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Historic pavement management data based on ASTM D6433-99 rating system may be submitted as documentation. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 2 – Safety

The applying agency shall include in its application the type of deficiency that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, generally will not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying agency?

Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- ☒ 5 - Fifth priority project or lower

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The applying agency **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

☒ 10 - Less than 10%

9 - 10% to 19.99%

8 - 20% to 29.99%

7 - 30% to 39.99%

6 - 40% to 49.99%

5 - 50% to 59.99%

4 - 60% to 69.99%

3 - 70% to 79.99%

2 - 80% to 89.99%

1 - 90% to 95%

0 - Above 95%

Appeal Score

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment

Appeal Score

5 – The project will permit more development

☒ 0 – The project will not impact development

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development ~~being secured~~?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees ~~to the marketplace~~. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - **LOCAL**

10 - This project is a loan or credit enhancement

☒ 10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

List total percentage of "Local" funds 50 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other").

8) **Matching Funds – OTHER** List total percentage of “Other” funds _____%

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- ☒ 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer’s Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- ☒ 4 - Project design is for minimal increase in capacity.
- ☐ 2 - Project design is for no increase in capacity.

Appeal Score

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis must accompany the application to receive more than 4 points. Projected traffic or demand should be calculated as follows:

Formula:

Existing volume x design year factor = projected volume

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) **Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?**

- 5 - Will be under contract by December 31, 2009 and no delinquent projects in Rounds 20 & 21
3 - Will be under contract by March 31, 2010 and/or one delinquent project in Rounds 20 & 21
0 - Will not be under contract by March 31, 2010 and/or more than one delinquent project in Rounds 20 & 21

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) **Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.**

- 10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Criterion 13 - Ban

The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 30,000 or more

Appeal Score

8 - 21,000 to 29,999

6 - 12,000 to 20,999

4 - 3,000 to 11,999

2 - 2,999 and under

Criterion 14 - Users

The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the applying agency enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

Criterion 15 – Fees, Levies, Etc.

The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.